

AMENDMENTS TO THE CLAIMS

Please amend Claim 1 and add new Claim 18 as follows.

LISTING OF CLAIMS

1. (currently amended) A suspension damping system for use with a vehicle having a vehicle body and an unsprung portion, said damping system comprising:

a spring interconnecting the unsprung portion and said vehicle body, said spring having a fluid therein;

means for determining a position of said vehicle body in relation to said unsprung portion;

a shock absorber interconnecting said unsprung portion and said vehicle body; and

a control system for positioning said vehicle body at a specified height from said unsprung portion when said position of said vehicle body is lower than a first specified amount and when said position of said vehicle body is higher than a second specified amount, said control system changing a pressure of said fluid in said spring based on a difference between said position of said vehicle body and said specified height to position said vehicle body at said specified height;

a single valve assembly ~~disposed between~~ attached to said shock absorber ~~and said spring~~, said single valve assembly always being in direct communication with said fluid in said spring ~~for controlling~~ and said control system, damping characteristics of said shock absorber at said specified height being based upon the pressure of said fluid in said spring controlled by said control system.

2. (original) The suspension damping system according to Claim 1, wherein said shock absorber defines a working chamber and a reserve chamber, said valve assembly being operable to control fluid flow between said chambers.

3. (original) The suspension damping system according to Claim 2, wherein said valve assembly defines a fluid passage between said working chamber and said reserve chamber.

4. (original) The suspension damping system according to Claim 3, wherein said valve assembly comprises a valve having an open position and a closed position, fluid flow being allowed through said fluid passage when said valve is in said open position, fluid flow being prohibited through said fluid passage when said valve is in said closed position.

5. (original) The suspension damping system according to Claim 4, wherein said valve is moved between said open and closed positions by said fluid at said specified pressure.

6. (original) The suspension damping system according to Claim 5, wherein said valve assembly is integral with said shock absorber.

7. (original) The suspension damping system according to Claim 4, wherein said fluid at said specified pressure urges said valve into said closed position.

8. (original) The suspension damping system according to Claim 1, wherein fluid pressure of working fluid within said working chamber urges said valve into said open position.

9. (original) The suspension damping system according to Claim 1, wherein said valve assembly is integral with said shock absorber.

10. (original) The suspension damping system according to Claim 1, wherein said shock absorber defines a working chamber and a reserve chamber, said valve assembly being movable between an open position where said working chamber communicates with said reserve chamber through said valve assembly, and a closed position where communication between said working chamber and said reserve chamber through said valve assembly is prohibited.

11. (original) The suspension damping system according to Claim 10, wherein said valve assembly is moved between said open and closed positions by said fluid at said specified pressure.

12. (original) The suspension damping system according to Claim 11, wherein said valve assembly is integral with said shock absorber.

13. (original) The suspension damping system according to Claim 10, wherein said fluid at said specified pressure urges said valve assembly into said closed position.

14. (original) The suspension damping system according to Claim 13, wherein fluid pressure of working fluid within said working chamber urges said valve assembly into said open position.

15. (original) The suspension damping system according to Claim 1, wherein said shock absorber defines a working chamber and a reserve chamber, said valve assembly comprising:

- a housing defining a fluid pressure chamber in communication with said fluid at said specified pressure;

- a first passage in communication with said working chamber;

- a second passage in communication with said reserve chamber;

- a valve disposed between said first and second passages; and

- a control member disposed between said fluid pressure chamber and said valve, said control member responsive to said fluid at said specified pressure to urge said valve into a closed position where fluid flow between said first and second passages is prohibited.

16. (original) The suspension damping system according to Claim 15, wherein fluid pressure of working fluid within said working chamber urges said valve into an open position where fluid flow between said first and second passages is permitted.

17. (cancelled)

18. (new) A suspension damping system for use with a vehicle having a vehicle body and an unsprung portion, said damping system comprising:

a plurality of springs interconnecting the unsprung portion and said vehicle body, each of said plurality of springs having a fluid therein;

means for determining a position at each of said plurality of springs of said vehicle body in relation to said unsprung portion;

a plurality of shock absorbers interconnecting said unsprung portion and said vehicle body, each of said plurality of shock absorbers being associated with a respective spring of said plurality of springs; and

a control system for positioning said vehicle body at each of said plurality of springs at a specified height from said unsprung portion when said position of said vehicle body is lower than a first specified amount and when said position of said vehicle body is higher than a second specified amount, said control system changing a pressure of said fluid in each of said plurality of springs individually based on a difference between said position of said vehicle body at each of said plurality of springs and a respective specified height to position said vehicle body at each of said plurality of springs at said specified height;

a single valve assembly attached to each of said plurality of shock absorbers, each of said single valve assemblies always being in direct communication with said fluid in a respective spring and said control system, damping characteristics of each of said plurality of shock absorbers at said specified height being based upon the pressure of said fluid in the respective spring controlled by said control system.